Patent Claims:

1. Method of controlling the driving performance of a vehicle, in which the tire pressure of the wheels prevailing in the individual tires is monitored,
c h a r a c t e r i z e d by the steps of
determining the present tire pressure loss,
determining or predicting an unstable driving condition and
modifying a quantity influencing the transverse dynamics of the vehicle in dependence on the pressure loss on each individual tire position when an unstable driving condition is determined or predicted.

2. Method of controlling the driving performance of a vehicle, in which the quantities associated with the individual actuators of an actively controllable chassis system are monitored,
c h a r a c t e r i z e d by the steps of
determining at least one present error of the quantity,
determining or predicting an unstable driving condition and
modifying a quantity influencing the transverse dynamics of the vehicle in dependence on the magnitude of error of the actuator on each individual position when an unstable driving condition is determined or predicted.

3. Method as claimed in claim 1 or 2,
c h a r a c t e r i z e d in that the quantity is modified when a cornering maneuver is detected.

4. Method as claimed in any one of claims 1 to 3, c h a r a c t e r i z e d in that the quantity is also modified in dependence on the wheel-individual air pressure of the tires and/or the deviation of the magnitude of error.

5. Method as claimed in any one of claims 1 to 4, c h a r a c t e r i z e d in that it is found out in accordance with the steering angle, the rotational behavior of the wheels, and/or the yaw rate which wheel suffers from a reduced tire pressure or at which actuator the error of the chassis prevails, and the quantity influencing the transverse dynamics is modified during cornering in case that e.g. a tire pressure reduced by at least 30 % prevails.

6. Method as claimed in claim 4, c h a r a c t e r i z e d in that the quantity influencing the transverse dynamics is modified when the reduced tire pressure or the magnitude of error of the actuator prevails at an outside wheel in a turn.

7. Method as claimed in any one of claims 1 to 3, c h a r a c t e r i z e d in that the quantity influencing the transverse dynamics is a value of a single-track model influencing an additional yaw torque of a vehicle stability control to be generated.

8. Method as claimed in claim 7, c h a r a c t e r i z e d in that the value is the friction value which is limited in accordance with the

reduced tire pressure and/or the magnitude of error of the actuator.

9. Method as claimed in any one of claims 1 to 3, c h a r a c t e r i z e d in that the quantity influencing transverse dynamics is a threshold value that determines a driving condition with a lateral acceleration critical in terms of rollover, and rollover about a vehicle axle oriented in the longitudinal direction of the vehicle will occur when the threshold value is exceeded.

10. Method as claimed in claim 9, c h a r a c t e r i z e d in that the threshold value is lowered.

11. Method as claimed in any one of claims 1 to 5, c h a r a c t e r i z e d in that transverse dynamics is reduced during a cornering maneuver (left curve or right curve) where a reduced tire pressure prevails at the tire of a front wheel, and/or where an error of the quantity prevails at an actuator of the front wheel, in particular when the tire exhibiting the reduced tire pressure or the actuator with the magnitude of error is associated with the outside wheel in a turn.

12. Method as claimed in any one of claims 1 to 3, c h a r a c t e r i z e d in that the quantity to be modified is a value (slip value) indicative of the difference between the vehicle reference speed and the wheel rotational speed of each wheel in a cornering maneuver where ABS braking is carried out with ABS control.

13. Method as claimed in claim 12,
c h a r a c t e r i z e d in that when the wheel with the reduced tire pressure is a rear wheel, the ABS control is performed according to the SelectLow principle.

14. Method as claimed in any one of claims 1 to 9,
c h a r a c t e r i z e d in that the value of the modification is taken into account in accordance with a performance graph, in particular in the form of characteristic curves, or a formula.

15. Method as claimed in any one of claims 1 to 10,
c h a r a c t e r i z e d in that in accordance with the reduced tire pressure and the position of the tire with a reduced tire pressure and/or the number of the wheels with tires with a reduced tire pressure and quantities describing the driving situation, the driving speed is reduced in particular in accordance with a reduction of the vehicle drive torque.

16. Method as claimed in claim 1,
c h a r a c t e r i z e d in that in accordance with the magnitude of error and the position of the actuator with the magnitude of error and the number of actuators where an error of the quantity occurs and quantities describing the driving situation, the driving speed is reduced in particular in accordance with a reduction of the vehicle drive torque.

17. Method as claimed in claims 2 and 16,
c h a r a c t e r i z e d in that an error of the actuator is an error that can be associated with a position of the vehicle and which is in a correlation to a wheel, such as a defective shock absorber, defective (air) cushioning systems, and like devices.